Maryland Historical Trust

Maryland Inventory of Historic Properties Number: AA-2195

Name: Bridge #2053 (MD 181 over Spa Creek)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended ___X___	Eligibility Not Recommended _____
Criteria: ____A ____B ____C ____D	Considerations: ___A ___B ___C ___D ___E ___F ___G __None
Comments:	
Reviewer, OPS: __Anne E. Bruder	Date: __3 April 2001
Reviewer, NR Program: _Peter E. Kurtze	Date: ___3 April 2001

CAPSULE SUMMARY
Annapolis-Eastport Bridge over Spa Creek
(AA-2195)

A double-leaf bascule structure, the Annapolis-Eastport Bridge (Maryland Department of Transportation Bridge No. 2053), runs north-south over Spa Creek connecting the historic city of Annapolis with the community of Eastport. Located within the city of Annapolis, the bridge carries Compromise Street from Annapolis to Eastport. Compromise Street (MD 181) is a two-lane road, and likewise, the bridge is two lanes wide, supporting one lane of traffic in each direction as well as pedestrian sidewalks on either side of the span.

Erected in 1946, the bridge spans Spa Creek with an overall length of 832 feet, the central 62 feet of which is a movable span. The roadway is 26 feet in width, and the pedestrian walkways measure six feet on either side of the roadway. A control tower is located at the west side of the bridge near the center of the span.

When the current bridge was erected in 1946, it replaced the narrower nineteenth century swing bridge that connected 4th Street in Eastport with the Duke of Gloucester Street in Annapolis. Although the swing bridge was simple, reliable, and economical, it was not ideal for providing passage over narrow waterways like Spa Creek. The new bridge was constructed as a bascule bridge with the firm of Waddell and Hardesty acting as the consulting engineering firm.

Dr. JAL Waddell, one the nation's early bridge engineers, founded the firm in 1887. Waddell promoted the form of the bascule bridge, and even patented his own design. The firm's early projects included railroads and highways and they quickly established a strong reputation in this field. The Commission of Roads would adopt the design as a standardized bridge design which would be used for another contemporary double-leaf bascule bridge, Stony Creek Bridge (AA-2196).

The bascule bridge at Spa Creek stands as an intact excellent example of this type of bridge. The refined design of the bridge and its connection with an engineer nationally renowned for his influence in the design of movable bridges makes it particularly notable.

MARYLAND HISTORICAL TRUST Inventory No. AA-2195
MD INVENTORY OF HISTORIC PROPERTIES

1. Name of Property

historic name Annapolis-Eastport Bridge over Spa Creek
common/other name Bridge 2053 - MD 181 over Spa Creek, also known as Bridge 15002 - MD 181 over Spa Creek

2. Location

street & number Compromise Street (MD 181) not for publication _
city or town Annapolis vicinity __ state Maryland code MD
county Anne Arundel code 003 zip code 21402 and 21403

3. State/Federal Agency Certification N/A

4. National Park Service Certification N/A

5. Classification

Ownership of Property (Check all that apply)

____ private
____ public-local
__X__ public-State
____ public-Federal

Category of Property (Check only one box)

____ building(s)
____ district
____ site
__X__ structure
____ object

Number of Resources within Property

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Is this property listed in the National Register?

Yes ____ Name of Listing _____
No __X__

6. Function or Use

Historic Functions (Enter categories from instructions)
Cat: TRANSPORTATION Sub: Bridge

Current Functions (Enter categories from instructions)
Cat: TRANSPORTATION Sub: Bridge

7. Description

Architectural Classification (Enter categories from instructions)
No Style
Other: Stripped Classicism

Materials (Enter categories from instructions)
foundation Concrete
roof N/A
walls N/A
other

Narrative Description (Describe the historic and current condition of the property.)

See Continuation Sheet No. 7-1

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

____ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

____ B Property is associated with the lives of persons significant in our past.

_X_ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

____ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

____ A owned by a religious institution or used for religious purposes.

____ B removed from its original location.

____ C a birthplace or a grave.

____ D a cemetery.

____ E a reconstructed building, object, or structure.

____ F a commemorative property.

____ G less than 50 years of age or achieved significance within the past 50 years.

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Areas of Significance (Enter categories from instructions)
Transportation
Engineering

Period of Significance 1945-1948

Significant Dates 1945-1946

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation Undefined

Architect/Builder Waddell & Hardesty
McLean Contracting

Narrative Statement of Significance (Explain the significance of the property.)

See Continuation Sheet No. 8-1

9. Major Bibliographical References

(Cite the books, articles, legal records, and other sources used in preparing this form.)

Hole, Donna, Historic Preservation Planner for City of Annapolis. Telephone Interview, May 27, 1998.

Hopkins, GM. Atlas of Anne Arundel County, Maryland. Philadelphia, 1878.

Le Viness, Charles T., *A History of Road Building in Maryland.* Baltimore: State Roads Commission of Maryland, 1958.

Martenet, Simon J. Martenet's Map of Maryland, Atlas Edition. Baltimore: Simon J. Martenet, 1866.

Martenet, Simon J. and HF Walling and OW Gray, *New Topographical Atlas of State of Maryland and the District of Columbia.* Baltimore: Stedman, Brown and Lyon, 1873.

Maryland Department of Transportation, Bridge Division. 707 N. Calvert Street, Baltimore, MD. Drawing Files and Vertical Files.

P.A.C. Spero & Company and Louis Berger & Associates. *Historic Highway Bridges in Maryland: 1631-1960, Historic Context Report,* July 1995 (Revised October 1995).

Warren, Mame. *Then Again ... Annapolis, 1900-1965.* Annapolis, MD: Time Exposures Limited, 1990.

10. Geographical Data

Acreage of Property less than one acre

Verbal Boundary Description (Describe the boundaries of the property.)

The Annapolis-Eastport Bridge spans Spa Creek, a minor creek that runs southwest at the mouth of the Severn River. The bridge is located along Compromise Street (MD 181) in the city of Annapolis.

Boundary Justification (Explain why the boundaries were selected.)

The bridge has been associated with this site since its construction in 1946.

11. Form Prepared By

name/title Andrea W. Bakewell Lowery, Architectural Historian
organization EHT Traceries, Inc. date May 20, 1998
street & number 5420 Western Avenue telephone 301/656-5283
city or town Chevy Chase state MD zip code 20815

12. Property Owner

name State of Maryland
street & number _____ telephone _____
city or town _____ state ___ zip code_____

A double-leaf bascule structure, the Annapolis-Eastport Bridge (Maryland Department of Transportation Bridge No. 2053), runs north-south over Spa Creek connecting the historic city of Annapolis with the community of Eastport. Located within the city of Annapolis, the northern edge of the bridge is sited at the junction of Compromise and Duke of Gloucester streets, while the road near the southern end of the bridge changes from Compromise Street to 6th Street. Compromise Street (MD 181) is a two-lane road, and likewise, the bridge is two lanes wide, supporting one lane of traffic in each direction as well as pedestrian sidewalks on either side of the span.

Erected in 1946, the bridge spans Spa Creek with an overall length of 832 feet, the central 62 feet of which is a movable span. The roadway is 26 feet in width, and the pedestrian walkways measure six feet on either side of the roadway. A control tower is located at the west side of the bridge near the center of the span.

The original superstructure of the bridge, including the trunnions, remains in place. Each leaf is composed of steel floorbeams that tie into riveted bascule girders. The floorbeams in turn support rolled steel stringers and an open steel grid deck grating. The weight of each span is balanced by a counterweight that pivots on a trunnion bearing and is supported by two sets of trunnion towers. The mechanical equipment is electrically operated.

To either side of the movable span, the two-lane approach is paved with concrete with a medium-sized aggregate. Numerous patches are evident along the roadway, and the concrete is spalling in areas. A slightly elevated concrete pedestrian walkway, six feet in width, is located at either side of the approach. A modest steel rail, painted battleship gray and rusting in areas, rises at the outer edges of the pedestrian walkways. At the trunnions, the concrete supports rise up to the level of the railing by the pedestrian walkways. These concrete wing walls are cast to imitate the appearance of ashlar stonework, with each wall divided into striated panels. Traffic lights and wood and steel gates are located at the inner ends of each approach, and sets of streetlights with curving necks are located above the railing.

A control house is located on the west side of the northern leaf of the bridge. This control house is rectangular in plan, with a width of 13 feet 4 inches and a length of 16 feet. The tower rises from the water level to approximately 14 ½ feet above the roadway. The concrete walls, like the wing walls above the trunnions, are

cast to imitate the appearance of ashlar stonework. Each panel is cast with striations perpendicular to those of the adjacent panels, enhancing the stone-like effect. The upper 6 ¾ feet of the walls are clad in stainless steel. The control house bears the influence of Stripped Classicism, and is ornamented stylized columns at the corners and medallions at the cornice. Each stainless steel wall holds a group of three double-hung 1/1 aluminum sash windows, giving the controller views in both directions along the bridge as well as up and down the creek. An original single-leaf stainless steel door is located at the north elevation.

The substructure of the movable span includes two sets of trunnion towers ornamented with paneled cast concrete. The top of the northwest tower supports the control house. Timber fenders protect the trunnion towers.

The substructure of the approach spans consists of fixed beam spans divided by twelve sets of concrete pylons. In several of the rows of concrete pylons, the supports are splayed to accommodate greater loads. At each end of the bridge is a poured concrete abutment. At the northern end of the bridge, the railing gives way to an uncoursed stone retaining wall. Several pipes are carried across the creek on the underside of the bridge.

The banks of the creek slope gently down to the water. Private marinas are located at the eastern end of the bridge and at the southern side of the west end of the bridge. To the north of the bridge, the banks lining the river are residential in nature.

The Annapolis-Eastport Bridge, which carries Compromise Street across Spa Creek, is one of a number of bascule bridges built in Maryland in the twentieth century. The form of the bascule bridge dates back to the Middle Ages. In the eighteenth century, advancements were made in the construction of bascule bridges when counterweights were introduced. The trunnion bascule, as seen at Spa Creek, was developed in the late nineteenth and early twentieth centuries, but evolved from these medieval roots.[1]

Spero quotes bridge engineer J.A.L. Waddell as stating that bascule designs `are scientific and they represent, probably, the best and most profound thought that has ever been devoted to bridge engineering.' The first important bascule bridges in the United States were constructed in the 1890s. The 1894 Van Buren Bridge in Chicago and the 1897 Michigan Avenue Bridge in Buffalo, NY are two such bridges.

Eastport and Annapolis, two historic Maryland communities, are separated by Spa Creek. Eastport, the site of the spring 1781 encampment of Lafayette and 1200 Continental light infantrymen, was a rural community that through the middle of the twentieth century depended on maritime industry. Immediately to the north across the creek was Annapolis, the Maryland state capital. Despite the fact that a bridge joined the two communities in the nineteenth century, the two remained distinct entities until Annapolis annexed Eastport in 1951.

Since 1868, a bridge had crossed Spa Creek connecting Annapolis with Eastport, then known as Horn Point. The first bridge, a wooden bridge located at the foot of 4th Street in Horn Point and Duke of Gloucester Street in Annapolis, was replaced by a metal bridge in 1908.[2] When the current bascule bridge was erected in 1946, it replaced the narrower 1908 metal bridge, which featured a swing span. Although the swing bridge was simple, reliable, and economical, it was not ideal for providing passage over narrow waterways like Spa Creek. The new bridge, although it did not follow the city grid of Annapolis, crossed the water in a shorter span. The reduced crossing distance and the narrowness of the creek made the bascule form the movable span of choice for the

1 P.A.C. Spero, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*, July 1995 (Revised October 1995), 106.
2 Donna Hole, Historic Preservation Planner for City of Annapolis, Telephone Interview, May 27, 1998.

replacement bridge.

The completion of the project was significant in the wake of World War II, with the economy shaken by strikes and shortages. At the close of 1946, the Chief Engineer stated:

> Nationwide labor problems and strikes in basic industries soon after the war's end have brought about and are continuing to cause increasing shortages and mounting costs of all materials and labor - budgeted amounts have been rather completely upset.[3]

The Commission of Roads employed the firm of Waddell and Hardesty as the consulting engineers for the design of the 1946 Annapolis-Eastport bridge. The Commission of Roads subsequently adopted the design as a standardized bridge design. It is not surprising that standardized bridge designs were frequently employed during this lean Post-War period. While standardized plans were dominantly of the beam and slab type of construction, the bascule bridge was preferred for crossing narrow navigable waterways. Thus, the Annapolis-Eastport Bridge provided the model for another contemporary double-leaf bascule bridge that crossed a narrow navigable creek in Anne Arundel County, Stony Creek Bridge (AA-2196). Although numerous bascule bridges were constructed in Maryland in the twentieth century, only seventeen remain.[4]

The consulting engineering firm, Waddell and Hardesty, are today known as Hardesty and Hanover. Dr. John Alexander Low Waddell, one the nation's early bridge engineers, founded the firm in 1887. Waddell promoted the form of the bascule bridge, and even patented his own bascule bridge form.[5] At the turn of the century, the firm's early projects included railroads and highways, but, given Waddell's considerable interest in movable bridges, they quickly established a strong reputation in this field. Hardesty and Hanover have continued in this tradition, counting bascule spans, vertical lift spans, swing spans, and rolling lift spans among their recent projects today.[6]

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3 Charles T. Le Viness, *A History of Road Building in Maryland*. (Baltimore: Maryland State Roads Commission, 1958), 155.
4 Maryland Department of Transportation, Office of Bridge Development. *Bridge Inventory*, 1996.
5 Spero, *Historic Highway Bridges in Maryland*, 106.
6 " Company Profile Page: Hardesty and Hanover." http://www.hardesty-

The contractors for the construction of the bridge were a local group today known as McLean Contracting. The firm was founded in Baltimore in 1903 by Colin McLean. Despite the fact that the McLean family is no longer involved in the business, the firm still exists today in the Baltimore area, and counts among its recent projects the rehabilitation of movable spans in the state of Maryland.

The bascule bridge at Spa Creek stands as an intact excellent example of this type of bridge. The refined design of the bridge and its connection with an engineer nationally renowned for his influence in the design of movable bridges makes it particularly notable.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET Inventory No. AA-2195

Section 8 Page 4 Annapolis-Eastport Bridge over Spa Creek
name of property
Anne Arundel County, MD
county and state

==========

National Register Evaluation:

Constructed in 1946, the Annapolis-Eastport Bridge over Spa Creek in Anne Arundel County is eligible for the National Register of Historic Places.

The Annapolis-Eastport Bridge over Spa Creek does not meet the National Register Criteria A, B, or D. Preliminary research has not revealed any association between the bridge and events that have made a significant contribution to the broad patterns of our history (Criterion A) or the lives of persons significant in our past (Criterion B). There is no evidence that the bridge is likely to yield information important in history or prehistory (Criterion D).

However, based on Criterion C, the bridge, which embodies the distinctive characteristics of a type, period, and method of construction and possesses high artistic values, is National Register-eligible. The bridge strongly reflects two trends in bridge design: the renaissance of the bascule bridge and the development of standardized bridge design. Further, it is the design of an engineering firm notable for its contribution to movable spans, Waddell and Hardesty. Based on Criterion C, the bridge is National Register-eligible.

MARYLAND HISTORICAL TRUST

Eligibility recommended X Not Recommended _____

Comments:

Review, OPS: _____ Date: 1/27/99

Reviewer, NR Program: _____ Date: 2/5/99

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MARYLAND INVENTORY OF HISTORIC PROPERTIES

Geographic Organization:
Western Shore

Chronological/Development Period (s):

Modern Period (1930-present)

Prehistoric/Historic Period Theme (s):

Architecture, Landscape, and Community Planning
Transportation

RESOURCE TYPE(S)

Category: Structure

Historic Environment: Suburban

Historic Function (s): TRANSPORTATION/Bridge

Known Design Source: Waddell and Hardesty

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. AA-2195

Eastport-Annapolis Bridge over Spa Creek
name of property
Anne Arundel County, MD
county and state

==========

Chain of Title:

Owned by State of Maryland

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No.: Annapolis-Eastport Bridge over Spa Creek, SHA No. 2053 (MHT No: AA-2195)

Location:
Street/Road name and Number: Compromise Street (MD 181)
City/Town: Annapolis _____ vicinity
County: Anne Arundel
Ownership: __X__ State ____ County ____ Municipal ____ Other
This bridge projects over: ____Road ____ Railway __X__ Water ____ Land

Is the bridge located within a designated district: ____ yes __X__ no
____ NR listed district ____ NR determined eligible district
____ locally designated ____ other
_____ Name of District

Bridge Type:

____ Timber Bridge
____ Beam Bridge ____ Truss-Covered ____ Trestle ____Timber-and-Concrete

____ Stone Arch

____ Metal Truss Bridge

__X__ Movable Bridge
____ Swing ____ Bascule Single Leaf __X__ Bascule Multiple Leaf
____ Vertical Lift ____ Retractile ____ Pontoon

____ Metal Girder
____Rolled Girder ____ Rolled Girder Concrete Encased
____ PlateGirder ____ Plate Girder Concrete Encased

____ Metal Suspension

____ Metal Arch

____ Metal Cantilever

____ Concrete
____ Concrete Arch ____ Concrete Slab ____ Concrete Beam
____ Rigid Frame ____ Other
If other: _____ Type Name

AA-2195

Description:

Describe Setting:
A double-leaf bascule structure, the Annapolis-Eastport Bridge (Maryland Department of Transportation Bridge No. 2053), runs north-south over Spa Creek connecting the historic city of Annapolis with the community of Eastport. Located within the city of Annapolis, the northern edge of the bridge is sited at the junction of Compromise and Duke of Gloucester streets, while the road near the southern end of the bridge changes from Compromise Street to 6th Street. The banks of the creek slope gently down to the water. Private marinas are located at the eastern end of the bridge and at the southern side of the west end of the bridge. To the north of the bridge, the banks lining the river are residential in nature.

Describe Superstructure and Substructure:
Erected in 1946, the Annapolis-Eastport bridge spans Spa Creek with an overall length of 832 feet, the central 62 feet of which is a movable span. The roadway, which accommodates two lanes of traffic, is 26 feet in width, and the pedestrian walkways measure six feet on either side of the roadway. A control tower is located at the west side of the bridge near the center of the span.

The original superstructure of the bridge, including the trunnions, remains in place. Each leaf is composed of steel floorbeams that tie into riveted bascule girders. The floorbeams in turn support rolled steel stringers and an open steel grid deck grating. The weight of each span is balanced by a counterweight that pivots on a trunnion bearing and is supported by two sets of trunnion towers. The mechanical equipment is electrically operated.

To either side of the movable span, the two-lane approach is paved with concrete with a medium-sized aggregate. Numerous patches are evident along the roadway, and the concrete is spalling in areas. A slightly elevated concrete pedestrian walkway, six feet in width, is located at either side of the approach. A modest steel rail, painted battleship gray and rusting in areas, rises at the outer edges of the pedestrian walkways. At the trunnions, the concrete supports rise up to the level of the railing by the pedestrian walkways. These concrete wing walls are cast to imitate the appearance of ashlar stonework, with each wall divided into striated panels. Traffic lights and wood and steel gates are located at the inner ends of each approach, and sets of streetlights with curving necks are located above the railing.

A control house is located on the west side of the northern leaf of the bridge. This control house is rectangular in plan, with a width of 13 feet 4 inches and a length of 16 feet. The tower rises from the water level to approximately 14 ½ feet above the roadway. The concrete walls, like the wing walls above the trunnions, are cast to imitate the appearance of ashlar stonework. Each panel is cast with striations perpendicular to those of the adjacent panels, enhancing the stone-like effect. The upper 6 ¾ feet of the walls are clad in stainless steel. The control house bears the influence of Stripped Classicism, with stylized columns at the corners and medallions at the cornice. Each stainless steel wall holds a group of three double-hung 1/1 aluminum sash windows, giving the controller views in both directions along the bridge as well as up and down the river. An original single-leaf stainless steel door is located at the north elevation.

AA-2195

The substructure of the movable span includes two sets of trunnion towers of paneled cast concrete. The top of the northwest tower houses the control tower. Timber fenders protect the trunnion towers.

The substructure of the approach spans consists of fixed beam spans divided by twelve sets of concrete pylons. In several of the rows of concrete pylons, the supports are splayed to accommodate greater loads. At each end of the bridge is a poured concrete abutment. At the northern end of the bridge, the railing gives way to an uncoursed stone retaining wall. Several pipes are carried across the creek on the underside of the bridge.

Discuss major alterations:
This bridge remains much as it appeared originally. The steel girders, railings, and light fixtures have been repainted a number of times, and the concrete of the approach spans has been patched in places over time.

AA-2195

History:

When Built: 1946
Why Built: To replace a narrower swing bridge.
Who Built: McLean Contracting under the direction of State Roads Commission (WC Hopkins, Bridge Engineer)
Who Designed: State Roads Commission with Waddell and Hardesty, Consulting Engineers.
Why Altered: Rehabilitation of deteriorated parts.

Was this bridge built as part of an organized bridge-building campaign?
It does not appear that this bridge was part of an organized bridge-building campaign, but was constructed to replace the outdated swing bridge in this location. However, the design of the Annapolis-Eastport bridge was standardized and subsequently used for other bridges constructed by the State Roads Commission during this period.

Surveyor Analysis:

This bridge may have NR significance for association with:

___ Criterion A: Events
___ Criterion B: Person
_X_ Criterion C: Engineering/Architectural Character

Was the bridge constructed in response to significant events in Maryland or local history?
It is not believed that this bridge was constructed in response to significant events in Maryland or local history.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?
The construction of the bridge did not have significant impact on the growth and development of the area. However, five years after the bridge was built, the community of Eastport was annexed by the city of Annapolis, and the bridge fell entirely in the city's jurisdiction.

While the bridge's precise influence on the growth and development of this part of Anne Arundel County at the time of its construction is not known with certainty, it is presumed that a wider crossing at this point, with a capability to handle increased traffic loads and speeds, would have had a positive impact on the economy of the area by facilitating the transport of goods and services.

Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?
The Annapolis-Eastport Bridge is set at the southern edge of the National Register-listed Annapolis Historic District. Although it is adjacent to the district, the 1946 bridge falls outside the period of significance for the historic district, 1694-late 1930s. Thus, although the bridge might add to the visual character of the district, it is not compatible with the historic character for which the district is recognized.

AA-2195

Is the bridge a significant example of its type?
The Annapolis-Eastport Bridge over Spa Creek is significant under Criterion C for its outstanding design and as an intact example of the bascule bridge, a popular bridge type in twentieth century Maryland. Furthermore, it is notable for its association with a prominent engineering firm that specialized in movable bridges, Waddell and Hardesty.

Does the bridge retain integrity of the important elements described in the Context Addendum?
The Annapolis-Eastport Bridge over Spa Creek retains its integrity of location, design, setting, materials, and association. The control house, piers, and railings are unaltered. Replacement elements have been in kind. There has been no disruption of the structural or visual elements of the bridge. The bridge is potentially eligible for listing in the National Register of Historic Places.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?
The Annapolis-Eastport Bridge is a significant example of the collaborative work of the State Roads Commission and the engineering firm of Waddell and Hardesty. Dr. John Alexander Low Waddell, a nationally prominent bridge engineer established Waddell and Hardesty, in 1887. Waddell promoted the form of the bascule bridge, and the firm quickly became known for its expertise in movable bridges, a reputation that continues today at the firm, now known as Hardesty and Hanover.

Should this bridge be given further sturdy before significant analysis is made and why?
Further study of this bridge may provide answers to the question of its impact on the growth and development of the areas of Annapolis and Eastport surrounding the bridge.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a USGS map illustrating the location of the bridge.

Surveyor:
Name: Andrea Bakewell Lowery
Organization: EHT Traceries, Inc.
Address: 5420 Western Avenue
Chevy Chase, MD 20815

Date: May 22, 1998
Telephone: (301) 656-5283

Project Number: SP803B42—Historic Bridge Inventory

27 May-1998 **[NR = National Register Eligible NR/D = District X = Not Eligible]**

MHT Survey Number	Name/#	Street	Type	SHA NR Determination	SHPO Opinion	Remarks
AA-2195	Annapolis-Eastport Bridge over Spa Creek	MD 181 (Compromise St.)	S	NR		
AA-2196	Stony Creek Bridge	MD 173 (Ft. Smallwood Rd.)	S	NR		
CT-1214	Patuxent River Bridge	MD 231 (Hallowing Point Rd./ Prince Frederick Hughesville Rd.)	S	NR		

AA-2195

 AA-2195

MOVABLES

Bridge Number	Bridge Name	Date Built	Comments
ANNE ARUNDEL			
2045	+MD 173 (Fort Smallwood Road) over Stony Creek (Stony Creek Bridge)	1946	2-lane, double leaf bascule with sidewalks on both sides of roadway, control tower located on north side of bridge near center of span. Original superstructure, including trunnion remains intact. 1986-concrete barriers added to separate sidewalks and roadway. Example of the work of Waddell and Hardesty, a firm established in 1887 and known for its expertise in movable bridges.
2053	+MD 181 (Compromise Street) over Spa Creek (Annapolis-Eastpoint Bridge)	1946	2-lane double leaf bascule with sidewalks. Control house located on west side of northern leaf of bridge. Example of work of Waddell and Hardesty.
BALTIMORE CITY			
BC5210	+Hanover Street over Middle Branch Patapsco River (Hanover Street Bridge)	1916	Concrete arch, double leaf bascule. Bascule is a Rall rolling lift designed by Strobel Steel Construction Co. of Chicago. North abutment slab is new, 1971-Bridge rehabilitated, 1990-foundations of arcades C and D replaced, 1992-major rehabilitation of machinery--center opening gear and drive replaced with enclosed speed reducer Has 4 identical neo-classical 'tender' houses, 37 approach spans and one main span. **HYBRID**
CALVERT			
4008	+MD 231 (Hallowing Point Road) over Patuxent River (Patuxent River Bridge, Benedict Bridge)	1950-51	2-lane center-bearing swing span with I-beam approach spans. Control house located at center pivot pier. Erected as part of construction boom following WWII. **HYBRID**
DORCHESTER			
09001	+MD 14 over Marshyhope Creek (Brookview Bridge)	1931	2-lane double leaf rolling lift bascule with concrete T-beams and concrete encased steel stringer on approach spans. 1993-original timber deck on bascule span replaced with concrete filled steel grid and bascule leaves locked in closed position. Eight concrete girder spans and bascule span. **HYBRID**
09008	+MD 795 (Maryland Avenue) over Cambridge Creek (Cambridge Bridge)	1939-1940	Double leaf rolling lift bascule. Bridge tenders house has had original roof altered to a flat roof and several windows replaced. Seven spans **HYBRID**
KENT/QUEEN ANNE'S			
140027	MD 213 over Chester River (Chester River Bridge)	1930	1967-Timber deck replaced with steel grid deck. 1988-89-bascule girders and superstructure were removed and repaired off-site. 1990-approach spans were replaced with precast sections and bascule span rehabilitated. Double leaf rolling lift bascule. 38 spans. **HYBRID**

+ Determined National Register eligible by Interagency Review Committee

Revised 12/4/98

AA-219S

TALBOT

20023	+MD 331 over Choptank River (Dover Bridge)	1932	Riveted through truss, center-bearing swing span with steel six-panel Pratt through truss approach spans. Tender house located off the bridge on the northwest approach. Eight concrete slab spans & movable span. **HYBRID**

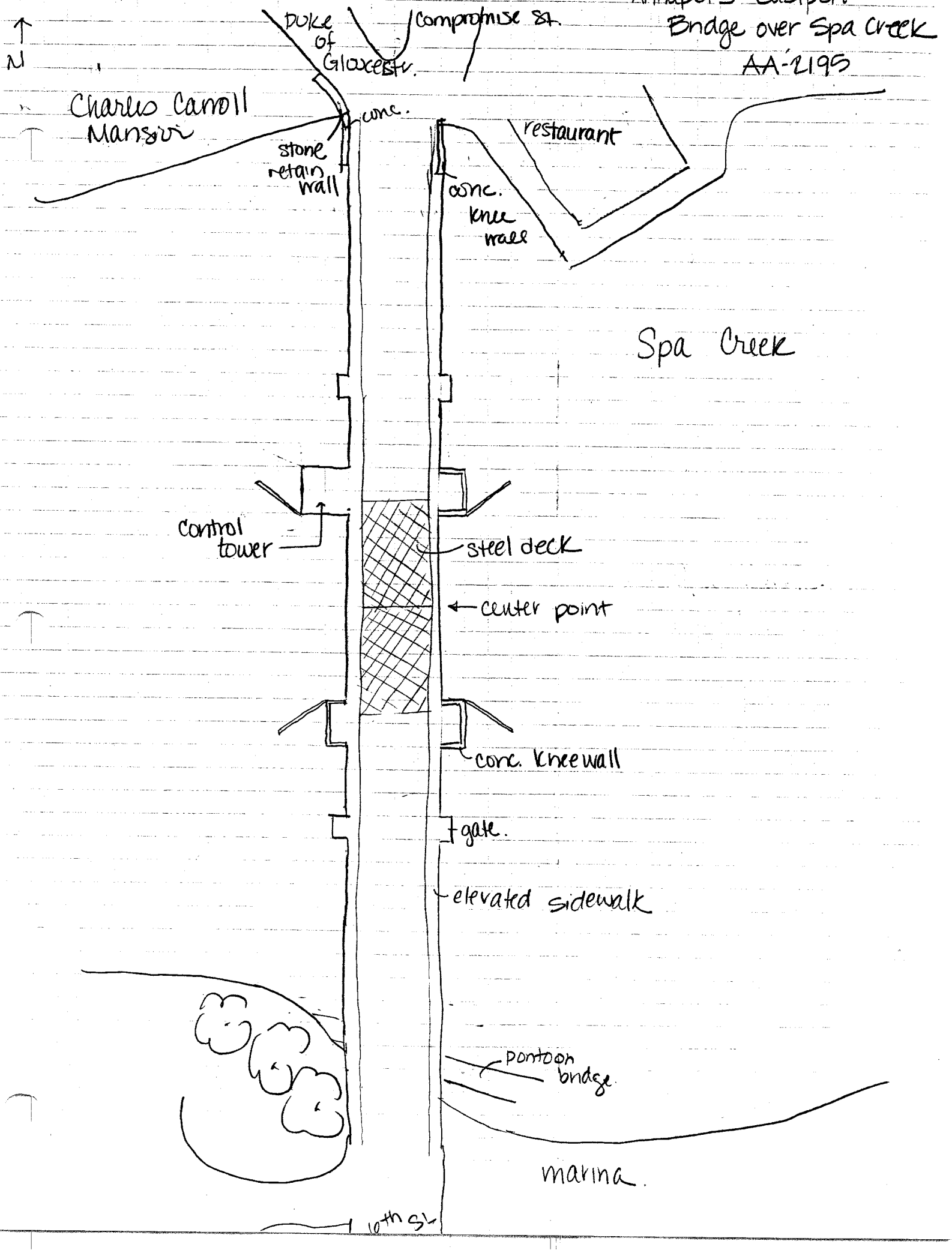
WICOMICO

22009	+MD 991 over Wicomico River (Wicomico River Bridge)	1927	Located in Salisbury Historic district. 1933-repairs to bulkhead. 1981-replaced all floor beams and stringers of bascule span, repaired sidewalk supports, exterior of tender's house covered with aluminum siding, original windows replaced. Double leaf bascule of Chicago trunnion style. Three spans

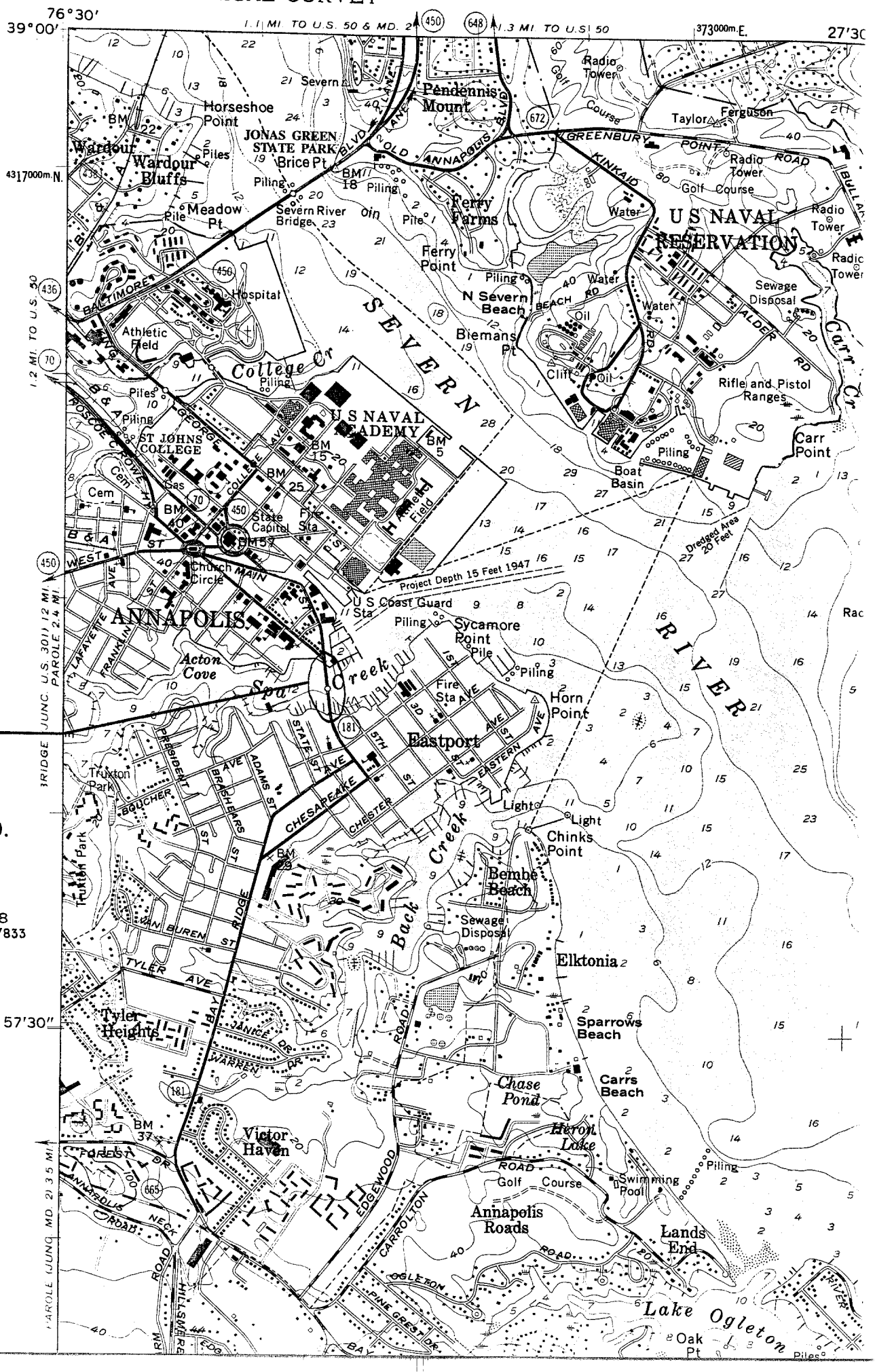
WORCESTER

23002	+MD 12 over Pocomoke River (Snow Hill Bridge)	1932	Single leaf trunnion bascule span. 1954-new floor installed on bascule, 1990-floorbeams replaced. Two spans
23004	+MD 675 over Pocomoke River (Pocomoke City Bridge)	1920	Located in Pocomoke City Survey District. Double-leaf trunnion bascule. 1988-50 ft. section of bridge collapsed into the river when two supporting piers failed, resulted in extensive overhaul. 1978-repairs made to bascule machinery-including replacing trunnion bearings, rebuilding trunnion assemblies, replacing the drive machinery on both east and west piers. Seven spans
23007	+US 50 over Sinepuxent Bay (Ocean City Bridge)	1942	Double leaf rolling lift bascule. 73 spans, 72 concrete slabs **HYBRID**

Annapolis - Eastport
Bridge over Spa Creek
AA-2195



UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



AA-2195

ANNAPOLIS, MD.

38076-H4-TF-024

1957
PHOTOREVISED 1978
DMA 5761 IV NW—SERIES V833

9302289

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge 2053, MD 181 over Spa Creek Survey Number: AA-2195

Project: Installation of fencing on Bridge 2053 Agency: SHA

Site visit by MHT Staff: ___ no _X_ yes Name Elizabeth Hannold Date 10/12/93

Eligibility recommended _X_ Eligibility **not** recommended ___

Criteria: ___A ___B _X_C ___D Considerations: ___A ___B ___C ___D ___E ___F _X_G ___None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on information provided by SHA, Bridge 2053 meets the National Register Criteria for individual listing. The double leaf bascule bridge is one of only three intact movable span bridges in Anne Arundel County (the other two are slated for replacement by SHA). It fits well into its riverine setting and is representative of the importance of the boat as a means of transportation in Annapolis and Anne Arundel County. In addition, it acrues significance because it was designed in 1946 by Waddell and Hardesty, a New York firm which was the successor to the firm established by J.A.L. Waddell, well known designer of movable span bridges and bridge historian. The bridge is located at the edge of the Annapolis historic district and serves as a gateway to the historic harbor area. Although only 47 years of age Bridge 2053 meets the National Register Criteria exception G for exceptional significance.

Documentation on the property/district is presented in: Project file

Prepared by: Rita Suffness

Elizabeth Hannold — October 26, 1993
Reviewer, Office of Preservation Services — Date

NR program concurrence: X yes ___ no ___ not applicable

R Rudnicki — 10.27.93
Revilewer, NR program — Date

Survey No. AA-2195

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

___	Eastern Shore	(all Eastern Shore counties, and Cecil)
X	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
___	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
___	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

___	Paleo-Indian	10000-7500 B.C.
___	Early Archaic	7500-6000 B.C.
___	Middle Archaic	6000-4000 B.C.
___	Late Archaic	4000-2000 B.C.
___	Early Woodland	2000-500 B.C.
___	Middle Woodland	500 B.C. - A.D. 900
___	Late Woodland/Archaic	A.D. 900-1600
___	Contact and Settlement	A.D. 1570-1750
___	Rural Agrarian Intensification	A.D. 1680-1815
___	Agricultural-Industrial Transition	A.D. 1815-1870
___	Industrial/Urban Dominance	A.D. 1870-1930
X	Modern Period	A.D. 1930-Present
___	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

___	Subsistence
___	Settlement
___	Political
___	Demographic
___	Religion
___	Technology
___	Environmental Adaption

IV. Historic Period Themes:

___	Agriculture
X	Architecture, Landscape Architecture, and Community Planning
___	Economic (Commercial and Industrial)
___	Government/Law
___	Military
___	Religion
___	Social/Educational/Cultural
___	Transportation

V. Resource Type:

Category: Structure

Historic Environment: Urban

Historic Function(s) and Use(s): Transportation

Known Design Source: NA

HIDDEN HILLS
WINCHESTER
Crouchs Pond
MANRESA
SEVERNSIDE
SEVERN RIVER BRIDGE
50
301
2
CAPTAINS CHOICE
THE MEADOWS
GREAT MEADOWS
BROWNS WOODS VILLA
ST MARGARETS FARM
Saint Margarets Community
Willard Boat Yard
Rawlings Boat Yard
GOVERNOR RITCHIE HIGHWAY
648
450
DULLS CORNER
MARTINS COVE FARM
James Boat Yard
Riverside Inn
Gunthers Boat Yard
MULBERRY HILLS
ROUND VIEW
PROVIDENCE
Providence Community
HIDDEN POINT
Hidden Point
Bowdoin Point
RIVERVIEW MANOR
WARDOUR
Horseshoe Point
WARDOUR BLUFFS
Meadow Point
PENDENNIS MOUNT
Severn Bridge Inn
FERRY FARMS
Ferry Point
N SEVERN BEACH
Biemans Point
US NAVAL SHIP RESEARCH AND DEVELOPMENT CENTER
21402
21404
Carr Creek
Carr Point
WEST ANNAPOLIS
OLD ANNAPOLIS BLVD
US NAVAL ACADEMY
RIVER
Hook and Ladder Co 39
Sycamore Point
EASTPORT TERRACE
Greenbury Point
AA-2195
Horn Point
Bridge #2053
Chesapeake Bay Associates
EASTPORT
Annapolis East
Eastport ES
COLONY HILLS
Truxton Park
Chinks Point
BEMBE BEACH
Back Creek
WATERGATE VILLAGE
Port Annapolis
ELKTONIA
SPARROWS BEACH
THE VILLAGES OF CHESAPEAKE HARBOUR
TRUXTUN HEIGHTS
NAPOLIS
PRIMROSE ACRES
CEDAR RIDGE
PAINTERS HILL
TYLER HEIGHTS
BETHANY
GREEN ACRES
A B C D E F
H J K
3 4 5 6 7 8 9 10 11 12 13

AA-2195
Annapolis-Eastport Bridge over Spa Creek
Anne Arundel County, MD
Traceries
5/98
Maryland SHPO
Bridge, looking east
1 of 11

AA-2195
Annapolis-Eastport Bridge over Spa Creek
Anne Arundel County, MD
Traceries
5198
Maryland SHPO
Bridge, looking east
2 of 11

AA-2195
Annapolis-Eastport Bridge over Spa Creek
Anne Arundel County, MD
Tracenes
5/98
Maryland SHPO
Bridge, East Elevation
3 of 11

AA-2195
Annapolis- Eastport Bridge over Spa Creek
Anne Arundel County, MD
Traceries
5/98
Maryland SHPO
Bridge, looking Northeast
4 of 11

AA-2195
Annapolis - Eastport Bridge over Spa Creek
Anne Arundel County, MD
Traceries
5/98
Maryland SHPO
Bridge, West Elevation
5 of 11

AA-2195
Annapolis-Eastport Bridge over Spa Creek
Anne Arundel County, MD
Tracenes
5/98
Maryland SHPO
Bridge, looking North
6 of 11

AA-2195
Annapolis - Eastport Bridge over Spa Creek
Anne Arundel County, MD
Traceries
5/98
Maryland SHPO
Movable Span, looking NE
7 of 11

AA-2195
Annapolis-Eastport Bridge over Spa Creek
Anne Arundel County, MD
Traceries
5/98
Maryland SHPO
Movable Span, looking North
8 of 11


6
Drawtenders
PHONE
410-974-3840

AA-2195
Annapolis-Eastport Bridge over Spa Creek
Anne Arundel County, MD
Traceries
5/98
Maryland SHPO
Control Tower, South Elevation
9 of 11

AA-2195
Annapolis-Eastport Bridge over Spa Creek
Anne Arundel County, MD
Traceries
5/98
Maryland SHPO
Control Tower, North Elevation
10 of 11

AA-2195
Annapolis - Eastport Bridge over Spa Creek
Anne Arundel County, MD
Traceries
5/98
Maryland SHPO
Bridge, West Elevation
11 of 11